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dominating importance. Again, the controversy about the relative influence of heredity and environment is not settled quite so decisively as Dr. Woods implies. If instead of environment we read "opportunity," as the late Lester F. Ward so ably interpreted the term, the issue is clearer. Those who hold with Dr. Ward will hardly agree that the nominal achievements of rulers, and particularly of hereditary rulers, necessarily prove superior inherent talent rather than a more favorable theater for that talent.

But despite all objections to his conclusions, which after all do not of necessity invalidate his method, it must be conceded that Dr. Woods has performed a notable achievement in his experiment of introducing the methods of the exact sciences into the study of social phenomena. Whether or not his present results are accepted, it is certain that his method may be used in many branches of the social sciences and that it is one to which economists, sociologists, and historians must give increasing attention.

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Industrial and Commercial Geography. By J. RUSSELL SMITH.
(New York: Henry Holt and Company. 1913. Pp. xii,
914. \$4.00.)

The author's wealth of information, clear statement, attractive style, and keen appreciation of fundamental causes, raise this book to a very high excellence in its special field. He has got as far away as possible from the encyclopedic method that mars so many of the textbooks which claim to deal with commercial geography. It is at once valuable in its presentation of data and thoroughly excellent in its educational stimulus. There is a sense of movement, a pervading yet unobtrusive emphasis of cause and effect which gives the subject a dynamic quality in happy contrast to the purely static presentation of facts which has been so fatal to any real interest in the study of geography in this country. The author is nowhere content merely to state things: he explains developments by reference to underlying causes. The place of the book among the numerous texts which have appeared under the titles of commercial geography, geography of commerce, etc., may perhaps best be indicated by stating that it covers approximately the same ground as part three of Gregory, Keller and Bishop's recent book.

The method of the book is also admirable. It consists of two parts, the first called "industrial," and the second "commercial" geography. Though the terms are nowhere defined, the author clearly means by industrial geography the study of the causes of the localization of industries, and by commercial geography the investigation of the conditions under which the regional interchange of commodities takes place.

In the first part, the old problem of treatment by industries or by countries is solved not by adopting a mixture of the two, as has so often been the case, but by frankly accepting the former. The discussion of an industry

as a unit brings causes and results together in their explanatory relation and makes the facts not only appeal to reason but also grip the memory. Such a conspectus of the world's industries, when properly illustrated by charts and diagrams, should give a sound knowledge of the trade activities of each country, without sacrificing the no less valuable knowledge of the industries themselves.

The discussion of the eighty or ninety industries treated is clear and convincing and the numerous charts, diagrams, tables, and maps (though the latter are not always so clear as might be desired) give the reader a real impression of the leading activities and possibilities of separate regions.

The second part, Commercial Geography, is by no means so convincing. One hesitates to criticise it because on the whole it is so thoroughly well done, yet the impression one gets is that it is not commercial geography at all in any broad sense, but rather, an interesting study of one phase of it, namely the study of trade routes. Of the sixteen chapters devoted to this part, no less than ten are given to a regional study of land and ocean highways. The remaining six chapters deal with such semi-detached topics as The Law of Trade, The World Highway, The Trade Center, and The Balance of Trade. There seems to be lacking a clear purpose such as runs through the first part of the book. Instead of the discussion of the geographical bases of the regional movements of commodities, movements which are based on physiological, anthropological, economic, geographical, and many other factors, one is confronted with a discussion in which the chief emphasis is placed on the physical means of getting commodities from place to place. In a certain sense industrial geography concerns itself with problems of supply; commercial geography, with problems of demand in relation to supply; and it should go far beyond the question of the means

by which and the routes over which the equation of demand and supply is satisfied. The author apparently recognizes this in the first chapter of the second part, on the Law of Trade, but he does not carry it out adequately in the succeeding chapters.

Here is indicated a certain shortcoming of this book and all of its class. They have not yet gone far enough. If the aim is, as stated in the preface, "to interpret the earth in terms of its usefulness to humanity," more must be done than to investigate the problems of supply or "production" of goods. If we accept the term "production" in its economic sense, it includes not merely the physical "creation" or "extraction" of goods, but the carrying of them to the consumer as well; and there is no logical reason for calling the study of routes by a different name from that of the study of the distribution of industries. Both have to do with the supply of goods. The problem of demand is a different one, and it, like the problem of localization of industries, has broad geographical bases. Commerce or trade results from diversity of supply, it is true, but none the less does it also depend upon diversity of demand; and the geography of commerce goes only half way when it stops with an explanation of the geographical factors which determine supply. The complete geography of commerce, when it is written, will, like the book under consideration, logically consist of two parts; but one of these parts will cover the geography of supply and will include both the parts of the present book, and the second part will cover what may be called geography of demand, *i.e.*, the explanation, in the light of the facts of man's environment, of diversity of demand for goods. To adopt the words of the present author it will aim "to interpret the earth in terms of the *demands* it makes upon humanity."

Even then it will fall far short of that study for which the term economic geography ought to be, but unfortunately often is not, reserved. Professor Smith, however, apparently recognizes this fact, for nowhere does he apply this broader term to his work. Economic geography, when it shall have shed all the light it can derive from geography on the problems of both supply and demand, will be in a position to render great service to economic investigation by lending new point to the discussion of the "exchange," the "distribution," and the "consumption," of wealth (using these terms in their economic sense).

In places, the author has permitted his facile pen to betray

him into the sacrifice of scientific accuracy to picturesqueness of statement. Here and there, also, misprints make it necessary to exercise a little caution in using the book.

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The Origin of Property, and the Formation of the Village Community. By JAN ST. LEWINSKI. (London: Constable & Company, Ltd. 1913. Pp. xi, 71. 3s. 6d.)

Despite the title, the really important discussions herein have to do rather with the growth of systems of property than with its origin. The four chief factors in the problem are thus stated: the economic principle, the principle of numerical strength, the growth of population, and the relation of nature to human wants. With special reference to property in land, the author points out that it is erroneous to speak of common property among nomadic peoples, since, while every individual has a right to the free use of the soil, the community has no right to dispose of it. In general, property will be found to be individual "where the labor unit is an individual or family; it will be common when the labor unit is a collective group." Similarly, regulations as to use of land will differ according to the labor necessary to prepare it for use. Modern reformers who are accustomed to point to primitive common ownership of land as a natural and universal condition will find little encouragement in the present book. Exactly the opposite condition is declared by the author to have been the original one.

As a matter of fact, the village community is shown to have been a relatively late development and to have been only a passing phase of economic evolution. It characterizes that period which lies between a great growth of population and the time when agriculture becomes intensive. Growth of population, indeed, is the chief dynamic agent in producing changes in the status of property in land. Contrary to the older view, the village community was a natural growth, and was not much affected by the factors of race, migration, imitation, or legislation.

The author gives most attention to Russian conditions, but he also studies the German mark and the village communities of India, Java, and early England. Brief as this book is, being the outcome of lectures delivered at the London School of Economics, it is a valuable adjunct to the older works of Maine, Maurer,